

HUNDREDS WERE SLAIN DECKS WASHED WITH BLOOD

Slaughter on the Japanese Transports Captured by Russians Was Fearful and Cruel.

Tokio, June 17.—(9 a. m.)—Details in connection with the sinking of the Japanese transport Hitachi by the Russian warships are being furnished by survivors. The Russian ships were sighted at 7 o'clock in the morning and in response to a signal the Hitachi was stopped, but at 10 o'clock got under way again and attempted to escape. The Russian followed and opened a heavy fire directed about the water line with the evident intention of destroying the troops on board. The fire was terrific and in a few minutes the decks were covered with corpses and washed with blood. One shell, which struck the engine room, killed 200 men. The ship began to fill and sank gradually by the stern. At 6 o'clock in the evening she was completely submerged. Captain Campbell, the English master of the transport,

jumped overboard at 3 o'clock in the afternoon and is numbered among the missing. The chief engineer was killed on the bridge. The commander of the troops ordered the flag to be burned and then killed himself. The second mate committed suicide. Many of the crew and troops escaped in the boats. The transport Sado is still afloat, but is badly damaged. She is being towed to the nearest port. She sighted the Russian ships 35 miles west of Shiro Island. Their signals to stop were unheeded so the Russians opened fire and signalled for those on board the Sado to leave the ship. Upon that the crew took to the boats and in this way many escaped when the ship was eventually fired by the enemy. The number of men on board the two transports and the list of casualties are not as yet obtainable.

PRETTY BABY BOY IS FOUND AMONG THE DEAD

Laid Down Among Other Bodies for Dead He Is Discovered to Be Alive by a Hospital Nurse.

New York, June 17.—Saved from the wreck of the ill-fated steamer General Slocum, there is a little unknown baby boy at Lebanon hospital. Blue-eyed, golden-haired and plump, the little fellow creeps about the wards wondering what has caused so much excitement.

Nurses of the island hospital, inspecting the dead, found the baby, where a policeman had laid him down to be tagged with the other unknown dead. They hurriedly carried him to the reception hospital dormitory. Warm milk and a sleep brought the little one around to laughing, prattling, crying healthiness.

Late in the afternoon the baby was sent to the Lebanon hospital, where it was the only bright spot in the place of sorrow and pain. A man, one of the long line who scanned the faces of the children anxiously for his own missing ones, saw the baby late at night and said he thought he knew the parents. He went out to seek them, but has not returned to the hospital.

While the divers are confident that the wreck of the Slocum has been cleared of all its dead, the search will be continued today as there may be bodies lying in the mud around it. Coroner O'Gorman believes there are 20 bodies still unrecovered. He based this assumption on the number of people on board, which was very much greater than 1490, the number generally accepted as correct.

Discussions as to the best means for preventing such disasters have brought out expressions of opinion by several leading shipbuilders and naval architects that it is easily possible to construct vessels of the type of the General Slocum in such a way as to make them comparatively safe. These experts believe the free use of steel in the construction of the upper works would involve a greater expense than builders of excursion craft are ready to incur. They believe that a safe boat constructed with bulkheads, corrugated iron partitions and fireproof materials might be built for about 20 or 30 per cent more than the cost of a wooden vessel, such as the General Slocum.

One leading constructor expressed the idea that every vessel should have bulkheads of light double plating filled with asbestos. These should be so fitted that they could be swung or dropped across certain parts of the structure when necessary without obstructing free passage at other times. All machinery should be encased in metal to the top deck. Decks should be supported by metal frame work and fireproof materials wherever possible. Inflammable stuff, he said, should be barred.

GREAT STRIKE IS CALLED

Seven Thousand Electrical Constructors Are to Go Out Today in Eastern States.

STARTED IN NEW YORK

Many Important Public Works May Be Tied Up as Result of the Ordered Strike.

New York, June 17.—The executive board of the Electrical Constructors' International union at a meeting here has ordered an international strike against the Otis Elevator Company. Notifications were sent to all the locals in the principal cities of the east, central west and eastern Canada. The strike is expected to go into effect today and tomorrow and will affect about 7000 men, including 900 in New York. It is in support of the local unions in Boston and Philadelphia, which have been on strike for seven weeks. The Philadelphia union demanded an increase in wages from \$3.50 to \$4.25 a day, which was refused.

Committees of the international union and the Otis and its subsidiary companies were in session for two days at the main office of the company here, but the conference failed. Governor is Dead. Helsinki, Finland, June 17.—General Bobrikoff, governor general of Finland, who was shot yesterday morning at the entrance to the senate, died at 1 o'clock this morning. The people are calm and there is no excitement.

DEGREES CONFERRED.

Dolliver Says Important Invention is Near.

Chicago, June 17.—Belief that an era of miraculous electrical invention is near, has been expressed by Senator J. P. Dolliver of Iowa, in delivering an address at the eighth annual commencement exercises of the College of Engineering of Armour Institute. "Electrical energy is destined to supply the heat of the world when the supply of coal is exhausted," said the speaker.

John Findley Wallace, chief engineer of the Panama canal, was given the honorary degree of science. Thirty-seven college degrees were conferred in mechanical, electrical and civil engineering and architecture.

Transports Valuable

Japanese Boats Were Good Ones and the Loss to Japan Will Be Great.

New York, June 17.—The Japanese transports Sado and Hitachi, sunk by the Russians, were valuable steamers, owned by the Nippon Yusen Kaisha and insured in London against marine risks, says a London dispatch to the Times. The Sado was valued at \$385,000 and the Hitachi at \$335,000. The policies written by London insurance companies contained a free of capture and seizure clause, which excludes war risks, so the loss does not fall on the underwriters. It is understood, the correspondent adds, that all war loss of and damage to transports will be made good by the Japanese government.

Another Fight Reported.

Nuchwang, June 17.—(6 a. m.)—Two Greek refugees report a landing of Japanese in force a few miles south of Kelchou and a stiff fight southeast of that place yesterday (Thursday) afternoon. Chinese report that some wounded Russians have been sent toward Mukden by train.

HAVE SET A DATE.

Time Set for Contest With Teamsters' Union. Chicago, June 17.—The Employers' Association of Chicago has set May 1, 1905, as the date for a general contest with the teamsters' union. A resolution carrying this decision, recently passed by the executive board has just been made public. The organization in the meantime will prepare for the struggle.

The resolution follows: "Resolved, That the association instructs its members to refuse to sign any exclusive union or 'closed shop' contracts with any local of the teamsters union, and that no contract of any sort be signed with them which shall extend beyond or expire after May 1, 1905." Ever since the association was formed this one labor organization has been its chief stumbling block. Owing to their strategic position the drivers have been able to force "closed shop" agreements in almost every case. They also have secured repeated wage increases. A principle of the association is the "open shop." With the exception of two or three, however, all agreements signed in the year with the union provide for the exclusive employment of its members.

Not the Same Business. Senator Hansbrough of North Dakota had on his place at Duxell's Lake a Swede who was a great admirer of President Roosevelt. While in St. Paul the Swede purchased a book at a second-hand bookstore which on his return he exhibited as a book written by the president.

Examining the book, the senator found it was a work entitled "In Sickness and in Health," by Dr. Roosevelt. The title on the back was so rubbed that the man thought it read, "Sinners of Wealth," by Roosevelt.

See that your ticket reads via the Illinois Central R. R. Thoroughly modern trains connect with all transcontinental lines at St. Paul and Omaha.

If your friends are coming west let us know and we will quote them direct the specially low rates now in effect from all eastern points.

Any information as to rates, routes, etc., cheerfully given on application. B. H. TRUMBULL, Commercial Agent, 142 Third Street, Portland, Or.

J. C. LINDSEY, T. F. & P. A., 142 Third Street, Portland, Or. P. B. THOMPSON, F. & P. A.

No Cause For Firing

Investigation Shows That Russians Had no Reason for Firing on War Correspondents.

Niuchwang, June 17.—(4 a. m.)—The investigation of the death of Louis Etzel, the correspondent of the London Daily Telegraph, who was killed by Chinese soldiers off the coast of the Liaotung peninsula June 7, when cruising in a junket between Shwanta-tze and Erdicko in company with Ernest Brindle, correspondent of the London Daily Mail, has been finished. The jury finds that there was not the slightest cause for attacking the correspondents and makes several recommendations which United States Consul Miller does not wish made public now. Consul Miller is expected to arrive at Pekin tomorrow for the purpose of making a personal report on the affair to United States Minister Conger.

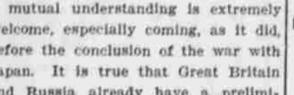
BRITAIN AND RUSSIA.

Will Have Understanding Regarding the Orient.

St. Petersburg, June 17.—The Novosti, referring to the statement of Earl Percy, British under foreign secretary, that Pour Parleurs are already proceeding between Great Britain and Russia, says: This recognition of the necessity for a mutual understanding is extremely welcome, especially coming, as it did, before the conclusion of the war with Japan. It is true that Great Britain and Russia already have a preliminary agreement respecting Tibet, but that is secondary to the possible clash of their immense commercial interests in the far east. The danger of the "yellow peril" in the orient is very real; but Great Britain and Russia together will be able to settle it. Great Britain has already shown an understanding of the subject and ability to safeguard the predominance of the whites by the system followed out in India.

Correct Clothes for Men

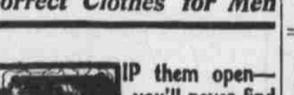
IP them open—you'll never find greater care bestowed upon ready-for-service apparel than upon that bearing this label



Alfred Benjamin & Co. MAKERS * NEW YORK

This mark on your coat-hanger or inside coat-pocket protects you from poor imitations. Look for it, you'll thank us for finding it.

Equal to fine custom-made in all but price. The makers' guarantee, and ours, with every garment. We are Exclusive Distributors in this city.



Hemanthwise

If your chest measure is 42, a 34 coat would be a little uncomfortable—and would cause some comment among your friends. Is your advertising expenditure cut too small for your business chest measurement?

DON'T GO TO ST. LOUIS. Tell you call at or write to the Chicago, Milwaukee & St. Paul Railroad Office 124 Third Street, Portland, Ore. Low rates to all points east, in connection with all transcontinentals.

H. S. ROWE, General Agent.

A DIRECT LINE

to Chicago and all points east; Louisville, Memphis, New Orleans, and all points south.



See that your ticket reads via the Illinois Central R. R. Thoroughly modern trains connect with all transcontinental lines at St. Paul and Omaha.

If your friends are coming west let us know and we will quote them direct the specially low rates now in effect from all eastern points.

Any information as to rates, routes, etc., cheerfully given on application. B. H. TRUMBULL, Commercial Agent, 142 Third Street, Portland, Or.

J. C. LINDSEY, T. F. & P. A., 142 Third Street, Portland, Or. P. B. THOMPSON, F. & P. A.

ASK THE AGENT FOR TICKETS VIA

GREAT NORTHERN RAILWAY

To Spokane, St. Paul, Minneapolis, Duluth, Chicago, St. Louis, and all points east and south.

OVERLAND TRAINS DAILY

The Flyer and The Fast Mail

SPLENDID SERVICE UP TO DATE EQUIPMENT COURTEOUS EMPLOYEES

Daylight trip across the Cascade and Rocky Mountains.

For tickets, rates folders and full information call on or address H. DICKSON, City Ticket Agent, 122 Third Street, Portland, Or.

S. G. YERKES, G. W. P. A., 612 First Avenue, Seattle, Wash.

SANTAL-MIDY

These tiny Capsules are superior to Balsam of Copaiba, Cubeb or Injections and CURE IN 48 HOURS

UNICHESTER'S PENNYROYAL PILLS SAFE. Always reliable. Ladies are directed to CHICHESTER'S ENGLISH BLEND and avoid all other brands.



Every Woman is interested and should know about the wonderful MARVEL Whirling Spray

Ask your druggist for it. If he cannot supply the MARVEL, send no other, but send stamp for illustrated book—needed. It gives full particulars and directions invaluable to ladies. MARVEL CO., 41 Park Row, New York.

Scott's Santal-Pepsin Capsules

A POSITIVE CURE For Inflammation or Catarrh of the Bladder and Diseased Kidneys. No cure no pay. Cures quickly and permanently the worst cases of Gonorrhoea and Gleet, no matter how long standing. Absolutely harmless. Sold by druggists. Price \$1.00, 2 boxes \$2.00, postpaid, \$1.50, 2 boxes \$3.00.

THE SANTAL-PEPSIN CO., BELLEFONTAINE, OHIO. Sold by Chas. Rogers, 459 Commercial

That Throbbing Headache

Would quickly leave you if you used Dr. King's New Life Pills. Thousands of sufferers have proved their matchless merit for Sick and Nervous Headaches. They make pure blood and build up your health. Only 25 cents; money back if not cured. Sold by

A. & C. R. R. TIME CARD.

Table with columns: Leave, PORTLAND, Arrive. Rows for 8:00 a.m., 7:00 p.m., 7:45 a.m., 6:10 p.m.

Table with columns: Leave, ASTORIA, Arrive. Rows for 11:35 a.m., 5:15 a.m., 5:50 p.m., 4:30 p.m., 6:15 a.m., 9:30 a.m.

Additional train leaves Astoria daily at 11:30 a. m. for all points on Ft. Stevens Branch, arriving Ft. Stevens 12:30 p. m., returning, leaves Ft. Stevens at 2:00 p. m., arriving Astoria 2:45 p. m.

* Sunday only. All trains make close connections at Goble with all Northern Pacific trains to and from the East and Sound points.

J. C. MAYO, General Freight and passenger Agent.

O. R. & N. OREGON SHORT LINE

70 hours from Portland to Chicago. No change of cars.

Table with columns: Depart, TIME SCHEDULES FROM PORTLAND, Arrive. Rows for Chicago, Portland, Atlantic Express, St. Paul.

OCEAN AND RIVER SCHEDULE

From Astoria. All sailing dates subject to change. For San Francisco every five days.

Table with columns: Daily except Sun day 8:17am, Columbia River to Portland and Way landings, 4 a.m Daily except Mon

Steamer Nahcotta leaves Astoria on the tide DAILY FOR ILWACO, connecting there with trains for Long Beach, Tloga and North Beach points. Returning arrives at Astoria same evening.

Through tickets to and from all principal European cities. G. W. ROBERTS, Agent, Astoria, Ore.

"Best by Test"

A transcontinental traveler says: "I've tried them all and I prefer the

North-Western Limited

It's the best to be found from coast to coast. It's "The Train for Comfort" every night in the year between Minneapolis, St. Paul and Chicago.

Before starting on a trip—no matter where—write for interesting information about comfortable traveling.

H. L. SISLER, General Agent, 132 Third St. Portland, Oregon.

T. W. TEASDALE, General Passenger Agent, St. Paul, Minn.